

approving the transit facilities and service proposed to be provided in its county, the terms and provisions of the contract or agreement and the allocation between the counties of the obligations created by such contract or agreement. The failure of one of such counties to grant such approval shall not preclude the district from entering into such a contract or agreement for transit facilities and service to be provided to the other of such counties, if such county grants the required approvals. The provisions of Section 87-8 to the contrary notwithstanding, the commission may authorize such a contract or agreement upon the unanimous approval of the [three (3)] TWO commissioners appointed BY THE COUNTY EXECUTIVE from the county granting the requisite approvals, THE COMMISSIONER APPOINTED BY THE GOVERNOR FROM THE AFFECTED COUNTY, AND THE SECRETARY OF TRANSPORTATION and such [three (3)] FOUR commissioners shall constitute a quorum of the commission for the purposes of considering such a contract or agreement.

Article 17 – Prince George's County

Part III

1.

(A) The development of a transportation system, composed of transit facilities, public highways, and other modes of transport, is necessary for the orderly growth and development of Montgomery and Prince George's Counties, for the safety, comfort, and convenience of their citizens and for the economical utilization of public funds. The provision of the necessary facilities and services cannot be achieved by the unilateral action of the counties and the attainment thereof requires planning and action on a regional basis, conducted cooperatively and on a continuing basis, between representatives of the counties and the state roads commission. Montgomery and Prince George's Counties are contiguous to the District of Columbia and to portions of Northern Virginia, and together with these areas form a single metropolitan area. The development of a transportation system adequate for the needs of Montgomery and Prince George's Counties requires cooperative planning and action with such adjoining areas. Such planning and action should be conducted in a manner which preserves, to the extent the necessity for joint action permits, local autonomy over patterns of growth and development. The requisite joint action may best be achieved through the device of a transit district having the powers, functions and duties hereinafter set forth in this subtitle. In the provisions of improved or expanded transit facilities, it is the policy of this subtitle to make use of private enterprise to the extent reasonably practicable.

(B) THE GENERAL ASSEMBLY FINDS THAT, DUE TO THE INTEREST OF THE STATE IN TRANSPORTATION FACILITIES IN THE WASHINGTON METROPOLITAN AREA, AND DUE TO THE SUBSTANTIAL LEVEL OF STATE FINANCIAL SUPPORT FOR TRANSPORTATION FACILITIES AND OPERATIONS PROVIDED TO THE COMMISSION UNDER §§ 10-205 AND 10-207 OF THE TRANSPORTATION ARTICLE, ANNOTATED CODE OF MARYLAND, AND THE SUBSTANTIAL LEVEL OF SUPPORT THROUGH THE COMMISSION TO THE WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY, IT IS IN THE STATE'S INTEREST TO ALTER THE COMPOSITION OF THE WASHINGTON SUBURBAN TRANSIT COMMISSION TO REQUIRE THAT THE